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EYE	ONLY								
		2.50		2					5X1A
REF:		OFO EYES	ONLA		OUT	54636			25X1A
	I. BASED	ON THE H	GHEST PR	LIORITY TAR	GET	REQUIREME	ent	s, viz:	
KUYI	BYSHEV, KA	ZAN, SAR	OVA/SHAT	KI, SARATO	)V/EN	GELS, KAP	ust	in yar	/
VLA	DIMIROVKA,	AS AGRE	ED RY	REBER	T.AST	WEEK, AN	OP	ER A TIO	NAT.
•						-		1	
EVAL	LUATION HA	is been c	ONDUCTE	BY THIS H	QS AS	TO THE BE	ST	m thoi	) OF
A CHI	EVING THE	MAX TAR	GET COVE	R REQUIRE	D UND	ER THE SAI	FES	T POSSI	BLE
CONI	DITIONS,								
	2. THE CO	NCL USION	is result	ING FROM T	HIS E	VALUATION	aa i	RE:	
25X1A	A. TH	Œ	SHOULD	BE USED IN	PRE	ference t	' <b>о</b> Г		¬ '
25X1A	B. TH	E PRE STR	CIKE AND	POST STRIK	e bas	ES SHOULD	BE		
25X1A	AND	PESPE	CTIVELY.						<u></u>
25X1A	23442	ACCOUNTS EX	CARY MII I.						
25X1A	C, TH	ERE ARE	TWO ALTE	RNATIVE R	oute	s which of	FE	R THE B	EST
		DEPENDIN	G ON WHE	THER MAX	COVE	rage is re	QUI	RED	
			TOPS	ECRET					
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25X1A						
25X1A	PA	GE TWO				
то		INFO		CITE		
(E	COUTE A) OR ALT	TUDE IS MOR	E IMPORTA	NT AT THE E	EXPENSE OF	TWO
25X1A	.P. TARGETS VIZ	MAZAN, SAR	JVA/SHATK	(ROUYE B),		
3.	ROUTE A. THI	S ROUTE IS BA	LSED ON A S	TRAIGHT CL	IMB TO	
TOOM (V	PPROX 180 NM DIS	STANCE) AND	MXXBMH M	AINTAINING :	THIS ALTITUI	DE
THROU	GHOUT THE MSN	WITH 100 GAL	REMAININ	G OVER		
	<u> </u>					
Γ.V.4.Λ		25X	.10			
5X1A						
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DOMES B	MARKE TO CATHER TO			<u> To                                   </u>	一
ROUTE B.	THIS KUUTE IS	i Based u	n a straight	. CLIME	180%
*					
(APPROX	NM) THEN A	L CRUISE (	JLIMB TO	200g (APP)	ROX NM
	c) CONTINUING T	.'O	12205 (REACH)	ED AT APPROX	r
DISTANCE					
					25X1D
		COORDIN	NATING OFFICERS		
		COORDIN	NATING OFFICERS	٦	
<b>DISTANCE</b> 5X1A				7	
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70	INFO	CITE	
THIS ALTITUDE IS T	HEN MAINTAINED THROUGHO	UT THE FLIGHT	WITH 100
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<sup>TO</sup> 25X1D		CITE	a alian fini dalamba unu unun baran da anti da fini fini baran par da
25X1A			
S. C.			25X1A
25X1 TOTAL MILE  4. COMPARING 1	THE TWO ROUTES ABOVE, THE	r ever e amere	To America
SHOULD BE NOTED:	Lake	9 % 6 % TO TO TO F. A. S. F. A.	A FOUNTS
A, ROUTE A			•
25X1A <b>1. MAX</b> 1	HIGHEST PRIORITY TARGET CO	over is achi	EVED
25X1A 2. THE	WILL HAVE THE O		
ALTITUDE AT AN	2 00		FOR 25X1
SAFETY. THE PR	inalty of this option, if u	sed, will i	BE LOSS OF
	CESSITY TO CUT ROUTE FOR S		
	COORDINATING OFFICERS		
releasing officer	TOP SECRET		
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	•	PAGE SIX	-					

TO INFO

AT WORST, HOWEVER, NO MORE THAN TWO TARGETS SHOULD BE LOST.

CITE

## B. ROUTE B.

- 1. The best possible altitude is obtained and from security aspect is ideal against assessed defences.
- 2. TWO H. P. TARGETS VIZ. KAZAN AND SAROVA/SHATKI CANNOT BE COVERED DUE RANGE LIMITATION.
- C. WE FACTOR. FOR THE OVERALL AREA UNDER CONSIDERATION
  IT IS ESTIMATED THAT CLOUD COVER WILL BE 2/8 OR LESS ON 2 DAYS DURING
  NOVEMBER AND TWO DAYS DURING DECEMBER.
- D. <u>Defence threat.</u> The Cr der of priority as assessed by this hos from latest info is:
  - 1. SURFACE TO-AIR MISSILES
  - 2. AIR-TO-AIR MISSILES
  - 3. HIGH PERFORMANCE ACFT.

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

**AUTHENTICATING OFFICER** 

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25X1A	PAGE SEVEN				
70 25X1A 25X1A E. EXIT POINT REQUIRED THE	INFO IN ORDER TO ACHIEVE EXIT MUST BE EITHER	THE	_		
			· -		OR
DIRECT BACK OVER	THE REAS	on FC	OR SELEC	TING THE	FORM
has already been adv	ised in Ref. Also it is	FELT	THAT EX		
MSN 4125 MIGHT BE KNOW	wn and accordingly		EXIT MI	GHT NOW	25X1D
CONTAIN GOOD ELEMENT	f of surprise,				
5. BASED ON THE A	ABOVE, THE RECOMMENI	ATIO	ns of thi	s hos, we	TH
WHICH ARE:					X1A
	IOULD BE ACCORDED PRI	~~ ******	OSTA ANT	n Arm n	
	ioold be accorded pri	OKTT X	ONE AND	KOUTE B	
PRIORITY TWO.					
B. IN EVENT W	X PRECLUDES COVER OF	KAZA	and sa	ROVA/SHA	ITKI
BUT IS OTHER WISE OPEN	OVER THE REMAINING T.	arge:	Carea, B	ROUTE B	
SHOULD BE ACCOMPLE H	ED WITHOUT WAITING.				
25X1A <b>C.</b> BI	E USED AS C-130 REFUELI	ng st	OP FOR S	TAGING T	eam
to and from	4				
25X1A	COORDINATING OFFICERS				
RELEASING OFFICER	TOPSECRET		AUTHENTIC	ATING OFFICER	
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		]	PRIORITY INITIAL OPERATIONAL INITIAL
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ILLIAM BURKE	COORDINATING OFFICERS		
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25X1A		4 DEC 59	*		***	
	1,	C-124	DEP:	(res)	2030	2124
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		5 DEC 59			Same 1	
	3.	C-130	ARR:		0115	0330
	4.	C-130	DEP:		0215	0438
	5.	C-124	ANA	**************************************	0325	UNK
	6.	C-124	DEP:		0500	UNK
	7.	C-130	AR:		0750	0955
	8.	C-124	ARRI	***	0938	1250
	9.	C-124	DEP:		1135	1415
	10.	C-124	ARRI		1535	1800
	11.	U-2	DEP:	(Petor)	1745	1745
	12.	U-2	ARR:		2315	2300
	13.	C-124	DEP:			UNK
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	15.	0_2	DEP:	(MEH 8005)	0400	0400
	16.	U-2	DEP:	(MSN 8007D)	0840	0840
	17.	<b>U-2</b>	ARR:	(MSN 8005)	1253	1215
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	19.	C-130	DEP:		1415	1430
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